



National Transportation Safety Board Aviation Accident Data Summary

Location:	PHILADELPHIA, PA	Accident Number:	DCA82AA014
Date & Time:	02/03/1982, 1102 EST	Registration:	N1814U
Aircraft:	MCDONNELL-DOUGLAS DC-10-10	Injuries:	1 Serious, 154 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

THE AIRCREWS OF A UNITED DC-10 (FLT 99 HEAVY) AND TWO U.S. AIR DC-9'S (FLT 25 AND FLT 199) TAXIED FOR TAKEOFF AT ABOUT THE SAME TIME. DUE TO DELAYS, THE NO. 2 ENGINE OF FLT 199 WAS SHUT DOWN IN ACCORDANCE WITH APPLICABLE FUEL CONSERVATION PROCEDURES. AFTER FLT 99 WAS CLEARED FOR TAKEOFF, THE AIRCREW OF FLT 199 STARTED THEIR ENGINE, BUT IT TORCHED AND EMITTED FLAMES FROM THE TAIL CONE. THE CAPTAIN OF FLT 25 SAW THE FLAMES AND TRANSMITTED ON TOWER FREQUENCY, "99, YOU'RE RIGHT ENGINE'S ON FIRE." AT ABOUT THAT TIME, UNITED FLT 99 HEAVY WAS LIFTING OFF. THINKING HE HAD AN ENGINE FIRE, THE CAPTAIN OF UNITED FLT 99 HEAVY ABORTED ABOVE V₁/VR RATHER THAN CONTINUING INTO A LOW CEILING WITH FOG AND RAIN. THE CAPTAIN THOUGHT HE COULD STOP ON THE HARD SURFACE, BUT WAS UNABLE. THE PLANE CAME TO REST ON MUDDY TERRAIN. ONE PASSENGER WAS INJURED DURING EVACUATION. DURING THIS SEQUENCE, THE TOWER CONTROLLER WAS UNABLE TO SEE THE RUNWAY DUE TO THE LOW VISIBILITY (3/8 MI).

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF

Findings

1. (F) SAFETY ADVISORY - IMPROPER - PILOT OF OTHER AIRCRAFT
2. (F) COMMUNICATIONS/INFORMATION/ATC - NOT UNDERSTOOD - PILOT IN COMMAND
3. (F) WEATHER CONDITION - FOG
4. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT POSSIBLE - ATC PERSONNEL(LCL/GND/CLNC)
5. (F) WEATHER CONDITION - LOW CEILING
6. (C) ABORT ABOVE V₁ - PERFORMED - PILOT IN COMMAND
7. (F) WEATHER CONDITION - RAIN
8. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
9. (F) TERRAIN CONDITION - SOFT

Pilot Information

Certificate:	Airline Transport	Age:	55
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	24000 hours (Total, all aircraft), 900 hours (Total, this make and model), 162 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL-DOUGLAS	Registration:	N1814U
Model/Series:	DC-10-10 DC-10-10	Engines:	3 Turbo Fan
Operator:	UNITED AIRLINES INC.	Engine Manufacturer:	GE
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	CF6-6D
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHL, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 60°
Temperature:	38° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	PHILADELPHIA, PA (PHL)	Destination:	LOS ANGELES, CA (LAX)

Airport Information

Airport:	PHILADELPHIA INTL (PHL)	Runway Surface Type:	Asphalt
Runway Used:	9L	Runway Surface Condition:	Wet
Runway Length/Width:	9500 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	11 None	Aircraft Damage:	Minor
Passenger Injuries:	1 Serious, 143 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 02/03/1983

Investigation Docket:

NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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